

**ROGUE RIVER - SISKIYOU NATIONAL FORESTS  
ROADS ANALYSIS**

**APPENDIX D**

**ADDITIONAL ROAD MANAGEMENT  
ANALYSIS FACTORS**

**January 2004**

## **Cultural Resources**

### **Recommendations from Jeff LaLande**

The following are FS classified roads (or sections thereof) that provide access to significant cultural resources, and that should continue to be maintained in the interest of cultural resource management, but control the access to the public.

#### **Road 6515-530 – Hershberger Mountain Lookout Access Road.**

**Recommendation:** Not presently gated, but a gate is recommended for placement just above the final switchback, leaving sufficient room for vehicles to park and turn around at the trailhead switchback below. Maintain FS administrative access, and possible future recreation renters' access to the lookout, but discourage vandalism, as well as renter/non-renter conflicts, by requiring non-renters to hike the distance from the gate to the lookout.

**Concern Level: High**

#### **Road 6640-850 - Whaleback Meadow Road to 1930s Whaleback Snow Survey Cabin**

**Recommendation:** Not presently gated, but a gate is recommended for placement near the junction with 6640, at a spot where steep x-slope situation would prevent vehicles from going around the gate. Retain the ability for FS structural maintenance crews and possible future recreation renters' to have low-standard vehicle access to the cabin, but discourage vandalism and possible renter/non-renter conflicts, especially during hunting season. Obliterate or effectively block the current unclassified skid road/OHV access path that leads from the lower landing and goes right to the cabin.

**Concern Level: High**

#### **Road 6510-200 – Mount Stella Lookout Road**

**Recommendation:** Keep this as a classified, relatively low standard access road to this historic lookout. The present gate should be retained at the current location. Retain the access for FS crews needed for a possible major historic restoration effort. Also, discourage vandalism and possible renter/non-renter conflict.

**Concern Level: Medium**

#### **Road 60-890 - Wagon Camp Access Road (turns west just south of 60900 junction)**

**Recommendation:** Consider gating (subsequent to consultation with Klamath Tribal representatives) near the junction with Road 60. This road accesses historic "Wagon Camp", where Klamath and other people berry picking camped prior to 1920s, and left their wagons behind while they rode horseback on up to the berry fields of Huckleberry Mountain. This is a very nice spot located on the north bank of Union Creek, which contains scattered historic debris and other evidence of long-ago berry pickers, and is used to this day by hunters and recreationists. It should continue to be open to the public, but vehicle use patterns are expanding on the historic camp sites, and is resulting in ongoing trash dumping etc. Gating "back up the hill" near the junction may decrease the use by partyers, but still allow people to walk down the road to the camp. Gating would be preferable to tank-trapping or strategic boulder barricades so that Klamath tribal elders and other groups could be driven down to the site, and experience "Wagon Camp as it always looked". **Concern Level: Medium to High**

### **Road 6515-730 - Long Prairie Camp Access Road**

The 1940s Long Prairie line shack was built to be used as a half-way point for FS employees to spend the night when snowshoeing or skiing up to Hershberger Lookout during the year-round Aircraft Warning Service days of World War II.

**Recommendation:** Use boulders or other means to close off certain portions of this short road (actually more of a series of connected wheel tracks) that provides access to a couple of really nice dispersed/hunters camps in and amongst the Long Prairie Meadow and Incense Cedar groves. Vehicle use appears to be expanding on compacted soil areas, with possible eventual harm to giant cedars at the southern campsite, while at the northern campsite, people can now drive right up to the line shack. Vehicle access should continue up to both campsites, but should be restricted from within them. This could be accomplished with some strategic placement of boulders or other barriers. The little line shack could be restored and serve as an interpretive point of interest.

**Concern Level: High**

### **Road 3400-600 - Lodgepole Guard Station Access Road**

**Recommendation:** Retain present gate at the current location near the junction of road 3400. Maintain the 600 road for access to the guard station, including possible future use by horse trailers owned by recreation renters. The gate discourages unauthorized use/vandalism of the Lodgepole Guard Station site, while permitting ongoing FS maintenance of the cabin, garage, and barn. It will also insure privacy for future renters.

**Concern Level: High**

### **Road 3730-138 - Short Creek Prairie Access Road**

**Recommendation:** Continue to gate this road, but consider moving the gate to a location farther north, closer to road 3730. This road provides access to the 1920s Short Creek Prairie line cabin, which is still occasionally used by range permittee. The current gate location allows all drivers to see the cabin, and then proceed there quickly by foot. Locating the gate further away would permit ongoing vehicle access for FS and permittee, but would lessen the likelihood of vandalism to the building and to surrounding meadows often tore-up by OHVs.

Concern Level: Medium

### **Road 3710-100 - Dunlop Meadow Access Road**

**Recommendation:** This unclassified old road grade, currently utilized as route of Dunlop Trail to South Fork of Little Butte Creek, provides access to the historic Dunlop Ranch buildings at the upper big meadow. It should be sufficiently barricaded to halt vehicle access from road 100 to or near the meadow to help protect the old buildings from vandalism, and the meadow soils from careless OHVs.

**Concern Level: Medium to High**

## **Road Management for Range Improvements and Noxious Weeds**

Range improvements are maintained annually, and require a road developed enough to allow horse trailers as well as trucks with trailers full of fencing, poles etc. to pass easily and safely.

Permittees drop the cattle in an area, and then the cattle use the roads to access grazing. During the grazing season, permittees set up salt-licks and check on improvements. In the fall they set-up trailers and corrals in the same area, and “call” the cattle in to hall them to winter pasture. Maps are available In GIS at 11” x 17” scale that shows individual allotment areas and the roads that run through them. Project managers will have to contact a GIS coordinator for access.

Roads that access range improvements, or are used for grazing management should be given a **High** rating for access need.

Noxious weeds are roadrunners, and roads are the main vectors for their spread. Closing roads is the best preventative for the spread of noxious weeds, as long as weed sites have been treated first. All roads should be inventoried for noxious weeds, and infected areas should be treated before closure or limited access is implemented.

Maps are available in GIS by quads that will query for a summary of all noxious weeds, as well as specific noxious weeds, and pinpoint their location, which is often along roads. Best Management Practices For Weed Prevention and Management, which is being developed by the Forest towards the specific purpose of mitigating existing, and preventing the new establishment of noxious weeds, contains a section that speaks specifically to road management, and the relation to the spread of noxious weeds. This information resource will be available by the end of the year.

Roads that have active noxious weed sites should be rated **High** for environmental costs.

ROGUE RIVER NATIONAL FOREST ROAD USE PERMIT STATUS (FSH 7709.59)										
updated	07/24/01		Note #1			Eng field	Typing done(y/n)	Note #2		Page 1 of 5
District	Company Name	RUP#	01/02 Siskiyou R.U.P. #	Geographic area and road number	Date Eng. Received App	assess done(y/n)	03.06.SO respon	RUP approv date	Company Rep and phone #	Term Date
<b>Permits in processing and planning stage</b>										
01	Fruitgrowers		6 and 6b	Tin Cup mine 1060, 1060600	02/01/98	n			Terry Salvestro 530-475-3453	
01	Superior	on hold	19	Glade Creek 2030, 600, 625	01/11/00	y	SO		Ron Hichens 541-832-1183	
<b>Active permits</b>										
01	Boise Cascade	075152		Squaw Mountain 2010, 2010350				02/13/96	Rich Connor 776-6737	12/31/2005
01	Boise Cascade	075434		Glade Creek 2030, 2030630				06/01/96	Rich Connor 776-6737	12/31/2001
01	Cobb	074684		Elliott Creek 1040, 1050				06/23/94	Eldred Cobb 541-928-7989	12/31/2002
01	Cobb	076200		Elliott Creek 1040,1050,1065	10/20/98			11/13/98	Eldred Cobb 541-928-7989	12/31/2002
01	Cox	076507	13	Yale Creek 1099	11/17/99	y	SO 03	05/18/00	Ed Cox 773-8862	12/31/2001
01	Fruit Growers	075418		Elliott Creek 1040, 1050, 1065				06/28/96	Terry Salvestro 530-475-3453	12/31/2003
01	Fruitgrowers	076614	15	Silver Fork Gap 20, 2025	02/01/98	y	SO	11/06/00	Terry Salvestro 530-475-3453	12/31/2002
01	Kogap	076374	1	Glade Creek 2030, 1099500				09/16/99	Mike Graves 776-6500	12/31/2001
<b>Note #1: Numbers in this column correspond with the Siskiyou Zone Road Use Permit form.</b>										
<b>Note #2: This is the date that Engineering receives the signed permit back from Applicant, Bill for Collection has been paid and RUP is sent to District for signature, see item #8, application process.</b>										
<b>Note #3 District Contacts for permits are (01) - Les Robertson, 899-3815; (02) - Tom Lupes, 482-3333; (03) - Tanya Walls, 865-2751; (06) - Pete Combs, 560-3460</b>										
<b>Note #4 For any new permits, check back with District Contacts for information.</b>										
<b>RRNF ROAD USE PERMIT STATUS (FSH 7709.59)</b>										
updated	07/17/01		Note #1			Eng field	Typing done(y/n)	Note #2		Page 2 of 5
District	Company Name	RUP#	Zone item # coord.	Geographic area and road number	Date Eng. Received App	assess done(y/n)	03.06.SO respon	RUP approv date	Company Rep and phone #	Term Date
<b>Active permits</b>										
01	Liles	074544		Yale Creek 1099, 1099580				03/30/94	Greg Liles 772-1769	12/31/2000
01	Liles, G.M.	076184		Yale Creek 1099				10/22/98	Greg M. Liles 541-878-7624	12/31/2000
01	Meltzer	074718		Yale Creek 1099				09/16/94	Douglas Meltzer 503-581-7747	12/31/2002
01	Quigley	074270		Yale Creek 1099, 1099580				06/24/93	Gene Quigley 826-4038	12/31/2002
01	Robertson	074551		Elliott Creek 1040, 1050				06/30/94	Fred Robertson 535-8533	12/31/2005
01	Robertson	076390	9	Yale Creek 1099	08/01/99			11/02/99	Fred Robertson 535-8533	12/31/2001
01	Spalding	074171		Beaver Creek 20, 2000880				11/18/92	Randy Brown 541-476-4448	12/31/2002
01	Steatite	070369		Squaw Creek 1075, 1075500				02/04/87	John Pugh 541-479-3646	12/31/2005
01	Straube	074072		Squaw/Beaver 1075 and 20				07/25/92	Steve Straube 846-1138	12/31/2000
01	Superior	076440	2	Cougar Creek Gap 1035, 1000400	01/11/00			03/23/00	Ron Hichens 541-832-1183	12/31/2004

## **Quarries**

Quarries within the Analysis Area exist in several stages of development, and many have the potential to produce products of numerous types such as crushed-rock for maintenance purposes, or large rock (riprap) that is used for armoring drainage facilities, or for slope stabilization. They are also large, flat, and easily accessed areas used for the temporary storage of aggregate materials obtained commercially. A few quarries, particularly in the northern half of the Analysis Area, have been temporarily or permanently abandoned due to possible adverse impacts on adjacent resources, or because of unstable soils. Abandoned quarries are valuable, because surplus material removed from maintenance related activities at other locations could be incorporated into their rehabilitation.

## **Water Sources**

Water is used during several road maintenance activities such as:

- Surface blading
- Roadside brushing
- Ditch pulling
- Paved-surface cleaning
- Dust control during hauling activities

To address the occasional dry year, waterholes and low-water drafting sites were developed for storage facilities within the Analysis Area. These sites are used to reduce the fire-hazard at job-sites, or for project work. Road maintenance within the Analysis Area is typically conducted at an average distance of twenty miles one-way from the nearest municipal water source. Purchasing and hauling water from municipalities can force the cost of road maintenance activities to increase by more than forty percent. Using local water sources offers cost reduction benefits.

## **Borrow Sources & Waste Areas**

Borrow sources are areas wherein material (suitable for use in the road prism) can be obtained for use at another location. Most borrow sources are stockpiles at quarries, or sites where work is being accomplished concurrently, but separately. Examples are:

- Where a road is being realigned or reconstructed
- Work that otherwise generates more material than can be used at that location.

Waste areas are those areas developed for the disposal (or temporary storage) of excess material that is usually unsuitable for use in a road prism (i.e. slide or slump material). These sites are generally located adjacent to arterial or collector roads for best access during wet-weather. However, since maintenance activities also have the potential to generate excess material (annually, over 10,000 cubic yards on Chetco & Gold Beach), some of these sites are located on local roads. Some waste areas consist of large turnouts or old landings, converted to accommodate small stockpiles of excess materials.

Waste areas are valuable commodities, but due to the amount of material that is stored that cannot be recycled for structural use (because of its instability), they must be rehabilitated whenever possible.

## **Private Land and Special Uses**

Within the Analysis Area, there are several locations that contain private land. Most private landowners rely on the utilization of roads under Forest Service jurisdiction for accessing their property. Many of them have granted the Forest Service easement for a road to cross their land, in exchange for permission to construct a driveway for ingress/egress onto that road. Each situation is unique in that policy, partnership, and private ownership changes, but most easements are meant to last through perpetuity. They are legally tied to a specific piece of land, passed from one owner to another, and are rarely quitclaimed, particularly those written without time limitations. Another factor that makes easements potentially unique is their language. The legal language in each document and the interpretation thereof necessitates analysis on a case-by-case basis.

In addition to private landowners, there are long-term activities (e.g., river guide services & shuttles) that require access on various roads. Their use is usually authorized through “Special-Use Permit”.

## **Public Agencies**

Most of the primary routes (arterial roads) within the Analysis Area are extensions of roads under County or State jurisdiction that end at the Forest boundary. To the west and north of the analysis area, there lies small blocks of BLM land that are isolated in the center of large blocks of private land, and utilize only a few roads under FS jurisdiction for access; however, the BLM land adjoining the analysis area to the east is more unbroken and does rely on some access through FS roads. One of the arterial roads (Bear Camp Rd. Primary Route #23) crosses the FS boundary into BLM land, and continues into the town of Galice. There are several collector roads that intersect the Bear Camp Road within BLM lands, and also access lands within the Analysis Area.

## Cultural and Historic Recreation Sites Rated on a Site-By-Site Basis

### Gold Beach Ranger District

Site Number	Site Name	Access Road	Rating (H, M, L)	Comments
SK 007	Ilaha/Big Bend Battle Site	3730-300 (Co. Rd. 375)	H	Proposed interpretive trail
SK 010	Twomile Petrogyphs	Co. Rd. 375	H	Proposed interpretive site
SK 034	Lobster Creek Battle Site (massacre rock)	3300	H	Proposed interpretive site
SK 073	Mule Creek Guard Station	3348 and Marial Road (BLM)	H	Proposed recreation rental
SK 089	Marial Lodge	3348 and Marial Road	H	Commercial lodge
SK 103	Huntley/Woodruff Homestead	3300-117	L	Nature and botanical hikes
SK 107	Oak Flat Treaty Site	Co. Rd. 450	M	Interpretive site
SK 119	Agness Ranger Station	Co. Rd. 375	H	Agness museum
SK 214	Foster Bar	3730-150	H	Multiple recreation uses
SK 689	Wildhorse Lookout	3318-200	M	Viewpoint, possible restoration
SK 696	Agness Guard/Lucas Ranch	33	M	Interpretive center in past
SK 1101	Lake O'Woods Lookout	3340-141	H	Recreation rental

### Chetco Ranger District

Site Number	Site Name	Access Road	Rating H, M, L	Comments
SK 018	Ludlum House	1108	H	Recreation rental
SK 019	Packers Cabin	1917-110	H	Recreation rental
SK 021	Japanese Bombsite	1205	H	Interpretive trail
SK 022	Wheelers Grave	1107	M	Attraction
SK 088	Mt. Emily Lookout Site	1983-110	M	Radio repeater site
SK 812	Long Ridge Guard Station	1917	L	Walk to viewpoint
SK 825	Emily Creek Way Trail	1983-030	L	Considered for interpretive trail in past
SK 830	Windy Valley Homestead	1376	L	Off trail #1103
SK 1304	Snow Camp Lookout	1376-590	H	Recreation rental
SK 1305	Quail Prairie Lookout	1917-180	H	Recreation rental

### Powers Ranger District

Site Number	Site Name	Access Road	Rating (H, M, L)	Comments
SK 006	White Cedar House (Ferris Ford)	3300-500	H	National register, restoration, proposed recreation rental
SK 054	Soldiers Camp (Iron Mtn. Military)	5325	M	Military history and CCC Camp Trailhead, (maintained)
SK 167	Azelea Lake Trail #1262	3347	M	Hiking, (maintained)
SK 205 SK 206	Iron Mtn. Lookout and Trail	3347-260 5325	M	Hiking, Botanical Area, Viewpoint, (maintained)
SK 219	Panther Ridge Trail (Hanging Rock)	5520-140	H	Hiking, viewpoint (maintained)
SK 257	Barklow Mtn. Trail	3353	M	Hiking (maintained)
SK 258	Barklow Lookout	3353	M	Viewpoint (site only)
SK 260	Johnson Mtn. Lookout	3363-140	L	Viewpoint (site only)
SK 321	Bald Knob Lookout	5520-020	H	Recreation rental, Hiking, (maintained)
SK 433	Butler Mtn. Lookout and Trail	5201-390	L	Viewpoint, hiking, (not maintained)

### Galice Ranger District

Site Number	Site Name	Access Road	Rating H, M, L	Comments
SK 726	Bear Camp Lookout	2300-079	M	Viewpoint, hiking, destination
SK 740	Bear Camp Ridge Trail	2308	L	Hiking, camping

# SISKIYOU NATIONAL FOREST

## PACIFIC-POWERS AREA AND TWO RIVERS AREA ROADS ANALYSIS

### Forest Recreation

Roads play a critical role in the ability of the National Forest to provide opportunities for public recreation and they are essential for the support of tourism in southwest Oregon.

The Forest Service is the largest single outdoor recreation provider in Oregon (Statewide Comprehensive Outdoor Recreation Plan, SCORP, 2003). In 2000, 34 million forest visits were recorded in Oregon and Washington and nearly 25% of those visitor's primary reason for coming to National Forests is to view scenery and wildlife. Locally, recent analysis of *Recreation Participation Trends* in SCORP Region 5 (southwest Oregon including Jackson, Josephine, Curry and Coos county area) indicate that 45% of the population engage in sightseeing and driving for pleasure as a recreational activity. Last year, *measuring use only upon unpaved, backcountry roads*, Oregon Parks and Recreation measured 1,273,103 user-occasions within Region 5, the 4<sup>th</sup> highest level of recreational driving in Oregon. Our region had 1,877,907 user-occasions of RV/trailer camping (2<sup>nd</sup> highest level in Oregon), 44,775 user-occasions of ATV camping (2<sup>nd</sup> highest level in Oregon), and 345,969 user-occasions of car camping with a tent (3<sup>rd</sup> highest level in Oregon). Roads are critical to these activities.

The high level of road-related activities in southwest Oregon indicates the importance of these activities in serving resident's recreation needs. Economically, the availability of roads to access southwest Oregon's spectacular, mountainous scenery also contributes to the local economy. Oregon Tourism Commission (OTC) reports that, based upon their research, Oregon is perceived to be a place that offers excellent sightseeing, and the Siskiyou National Forest offers a unique and interesting vistas. OTC research indicates that for every \$1 dollar spent on tourism, there's a return of \$5 in state and local tax revenue.

### USDA Forest Service Strategic Plan

The USDA Forest Service prepared and published a Strategic Plan to guide future Agency actions in achieving its mission. The mission being simply "*to sustain the health, diversity and productivity of the nation's Forests and Grasslands to meet the needs of present and future generations.*" The Plan identifies a number of goals and objectives designed to meet our stated mission, objectives within the Plan that are directly applicable to the needs of this analysis are:

- Objective 2.a: "improve the capability of the Nation's forests and grasslands to provide diverse, high-quality outdoor recreation opportunities;
- Objective 3.a: "Better assist in building the capacity of Tribal governments, rural communities, and private landowners to adapt to economic, and social change related to natural resources";

- Objective 4.b: “Improve the safety and economy of USDA Forest Service roads, trails, facilities, and operations and provide greater security for the public and employees”;
- Objective 4.f: “Provide appropriate access to national Forest System lands and ensure nondiscrimination in the delivery of all USDA Forest Service programs”.

Regionally, the Pacific Northwest Region (R-6) has stated the mission of Forest Service recreation management in Oregon and Washington to “*address the needs and expectations of forest visitors by delivering a quality recreation experience while protecting the ecosystem.*” Safe and adequate access to recreation sites is a critical component in providing a “quality” recreation experience for Forest visitors. Roads and their management play a critical role in the public’s achievement of their expected recreational outcomes here in southwest Oregon.

### **The Recreation Experience**

Once a *decision* has been made to engage in a particular recreation activity, the recreation experience can be broken into five distinct phases:

1. Planning, occurs pre-trip, it is the time spent preparing for the activity of choice;
2. Travel to, is the time spent traveling to the chosen setting in which to engage in the chosen activity;
3. On-site, the time of actual engagement in the activity of choice;
4. Travel from, the time spent traveling home, or to the next activity, and;
5. Recollection, the strongest, longest-lasting aspect of the recreation experience. Recollection lasts for a lifetime and is probably the most important variable in making a *decision* to engage in a particular recreational activity.

Normally, a road’s most important role would be during phase 2 and 4 above, however, based upon SCORP research – forest roads (or driving) is frequently the activity itself. In this scenario, roads (and activities associated with them such as driving for pleasure, wildlife viewing, sightseeing, etc.) have the greatest potential to influence the recollection phase and determine the successful achievement of the user’s recreational expectations. Unsafe road conditions, and lack of adequate signing are two common experiences that can degrade a user’s recreation experience.

### **Opportunities for Recreation on National Forests**

Recreation opportunities can be broadly characterized as *developed* recreation opportunities, and *dispersed* recreation opportunities. Roads providing access to these opportunities will be evaluated upon the level of use for recreation. Level of use has been developed informally through visual observation, historical records, evaluation of expected trends based upon demand information presented in the 2003 Statewide Comprehensive Recreation Plan (SCORP). Additionally, roads that provide administrative access for maintenance of trails will be favorably evaluated, where that access substantially improves management efficiency.

### **Developed Recreation**

Developed recreation takes place in created environments. Campgrounds, trailheads, picnic sites, and recreational rentals are examples of developed recreation sites. There are 18 developed camping and picnic sites located within the Galice and Illinois Valley Ranger Districts, as well as maintained trailheads throughout. Because of the investment in these developed sites and their consistent level of use, roads accessing all developed sites are ranked as **High**.

### **Dispersed Recreation**

Dispersed recreation takes place in more natural environments. Primitive camping, boating, swimming, hiking, wildlife and plant viewing, hunting, and driving for pleasure are among the most common dispersed recreation activities on the Galice and Illinois Valley Ranger Districts. Some other, less popular dispersed activities include firewood cutting, fishing, history and nature study, orienteering, gold panning, and non-commercial mineral location are also primarily dependant upon road access to the National Forest.

#### **Analyzing a route's importance to Dispersed Recreation**

Due to the wide variety of activities that take place in dispersed settings, it is difficult to measure participation in those activities. Much of our knowledge of dispersed activities is based upon personal observation and/or inferences from other data, such as Traffic Surveillance Reports. Reports compiled by the Siskiyou National Forest show an annual spike in road use during the months of September and October, a time during which participation in developed recreation activities is waning. A possible, and likely cause for this spike is hunting season. The information presented below infers a significant level of participation in the dispersed activity of hunting.

#### **Effect of Hunting Season Upon Road Use**

*All monitored roads show a variable increase in traffic levels during the months of September and October (hunting season). All of the listed roads access primitive areas and maintained a recreation-oriented use of 90% or more.*

*Roads displaying a significant increase in use during hunting season:  
FR 2308, FR 2512, FR 2509, FR 4105 and FR 4611*

**Roads maintained significant use or showed slight increases**  
FR 2706, FR 2524, FR 4201, and FR 4906.

NOTE: Traffic counters were not maintained on all roads during the reporting period, but this data illustrates the relative importance of forest roads for dispersed recreational activities.

#### **Rating Factors for Roads Supporting Dispersed Recreation**

Roads that support dispersed activities with traditionally high participation or those activities that are projected to have a high participation rate will be rated medium to high importance for recreational users.

1. Roads Forming Scenic Connections Between Cities or Major Paved Transportation Routes should be rated High.
2. Roads Forming Popular Loop Drives should be rated Medium.
3. Roads Providing Access to Popular Dispersed Destinations and Unique Local Adventures should be rated High.
4. Roads Offering Access to Historically Popular Hunting Grounds are variably rated, (see text below).

Most forest recreation is dependent upon roads for adequate access. The dispersed activities of driving for pleasure, and hunting appear to be the most dependent upon an adequate, comprehensive network of roads. These activities have been historically popular and it is projected that participation will continue at high levels – routes that support these activities have been identified separately below.

### **1. Roads Forming Scenic Connections Between Cities or Major Paved Transportation Routes**

These roads form connections and serve as scenic and/or adventure alternatives to the primary transportation routes.

#### **Galice Ranger District**

- FR 23 (Galice, OR. to Gold Beach, OR. – I-5 to Highway 101)
- FR 2308 (Bearcamp to Agness, OR. – alternate route)
- FR 2402 (Chrome Ridge to FR 23 or FR 25)
- FR 25 (Galice, OR to Highway 199)
- FR 2706 (Rogue River Loop Highway - Highway 260 to Highway 199 via FR 25)

#### **Illinois Valley Ranger District**

- FR 4402 (O'Brien, OR. To Highway 199)
- FR 4611 (Grayback Road – Cave Junction, OR. To Williams, OR.)
- FR 48 (State of Jefferson Scenic Byway)

### **2. Roads Forming Popular Loop Drives**

Based upon the concentration of dispersed use areas along these routes, these routes receive a higher level of dispersed recreation-oriented use. Some require specialized vehicles and/or a higher level of driving skill. These roads also provide access to a high number of dispersed camping sites.

#### **Galice Ranger District**

- FR 2200 – FR 2200-018 – FR 2800 (Waters Creek/Limpy Creek Loop)
- FR 23 – FR 2402 (via BLM)
- FR 2512 – FR 2512-675 – FR 4105 – FR 4103 (Flat Top/Illinois River)
- FR 25 – FR 2509 – FR 2706 (Taylor Creek/ Shan Creek Loop)
- FR 25 – FR 2500-226 – FR 2500-700 – FR 2500-710 – FR 2500-243 (Swede Basin Loop)

### **Illinois Valley Ranger District**

FR 49 – FR 4904 – FR 4808 – FR 48 (Takilma, OR. to State of Jefferson Scenic Byway)

FR 4703 – FR 4812 – FR 48 (Browntown to State of Jefferson Scenic Byway)

FR4703 –FR 4612 – FR 46 (Browntown to Oregon Caves Highway)

### **3. Roads Providing Access to Popular Dispersed Destinations and Unique Local Adventures**

These roads provide access to locally popular dispersed recreation opportunities and/or offer unique opportunities for road-dependant recreation opportunities. These roads should be rated high importance for recreation. High challenge conditions should be perpetuated to maintain challenge and, possibly restrict use.

### **Galice Ranger District**

FR 2500-224 (Onion Creek Trail – a Non-Forest Service Trail)

FR 2512-040 (Elkhorn Mine Road)

### **Illinois Valley Ranger District**

FR 4103 (Illinois River Road)

FR 4402 – FR 4402-019 – FR 4402-450 – FR 4402 (McGrew Trail area)

FR 4803 (Sanger Peak – Siskiyou Wilderness – as well as loop to 199 via Six Rivers NF)

### **Roads Offering Access to Historically Popular Hunting Grounds**

Core roads for access should be maintained into the following areas. Road condition and high challenge level of the road are not as important as the ability to access these areas via road. A high degree of self-reliance and map skills are expected by this user-group and are an integral part of the activity. Core roads (Arterials and Collectors) in these geographical areas should be rated as high importance for recreation. With some individual exceptions, locals should be rated as low. Each local should be specifically examined and evaluated during the preparation of Road Management Objectives.

### **Galice Ranger District**

North District: *Bob's Garden Mountain, Bearcamp, and Sugarloaf areas* (T34 and 35S R09 and 10W WM)

Grants Pass Area: *Onion Mountain, Shan Ridge, and Butcherknife area* (T 36 and 37 S R08 W WM)

### **Illinois Valley Ranger District**

South District: (T40 and 41S R09, 10, 11W WM)

Page Mountain Area: (T40 and 41S R 07W WM)

Oregon Caves Area: (T39 and 40S R06W WM)

## Conclusion

1. The population Rogue Valley has continued to grow and gray over the past few years.
2. SCORP research indicates that local participation in road-dependant recreation activities is already among the highest in the state;
3. SCORP projections indicate that demand for these activities will continue to grow over the next several years;
4. Objectives of the USDA Forest Service at the national level call for
  - a. Provide adequate access to the National Forests;
  - b. Improvements to road safety and economy;
  - c. Assistance to our neighbors in adapting to economic and social change due to natural resources;
5. Objectives of recreation management in the Pacific Northwest Region of the Forest Service *address the needs and expectations of forest visitors* by delivering a quality recreation experience while protecting the ecosystem;
6. Oregon Department of Tourism estimates a \$5 return to State and Local taxes for every \$1 spent on recreation and tourism, and;
7. Roads and access play a critical role in the success of our meeting users recreational expectations.

It is critical to find a balance between utility and economy in the Forest road network. As the population of southwest Oregon metropolitan areas continues to grow (and gray), forest users who once worked, hiked, camped – or dreamed of doing so - will continue to look for opportunities to experience the National Forest with the assistance of their automobile.

By utilizing the full-range of maintenance level management, we can provide an adequate road system that:

1. Provides basic access to developed recreation opportunities;
2. Provides access to dispersed recreation opportunities that:
  - a. Requires varying degrees of driving skill;
  - b. Requires various types of driving equipment, and;
3. Will maximize benefits to large portion of our recreational users.